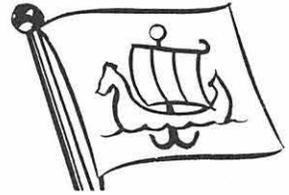


Dragon Newsletter

Official Publication of the A.I.D.A.

V. H. Craig, Sec.-Treas, P.O. Box 189, Santa Paula, Calif.



Vol. 4

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Number 16

1975 WORLD'S CHAMPIONSHIP REGATTA Rochester, New York

A.I.D.A. Commodore and General Regatta Chairman O. E. Schupp has provided the following tentative schedule for the 1975 World's Dragon Championship to be sponsored by the Rochester (New York) Yacht Club.

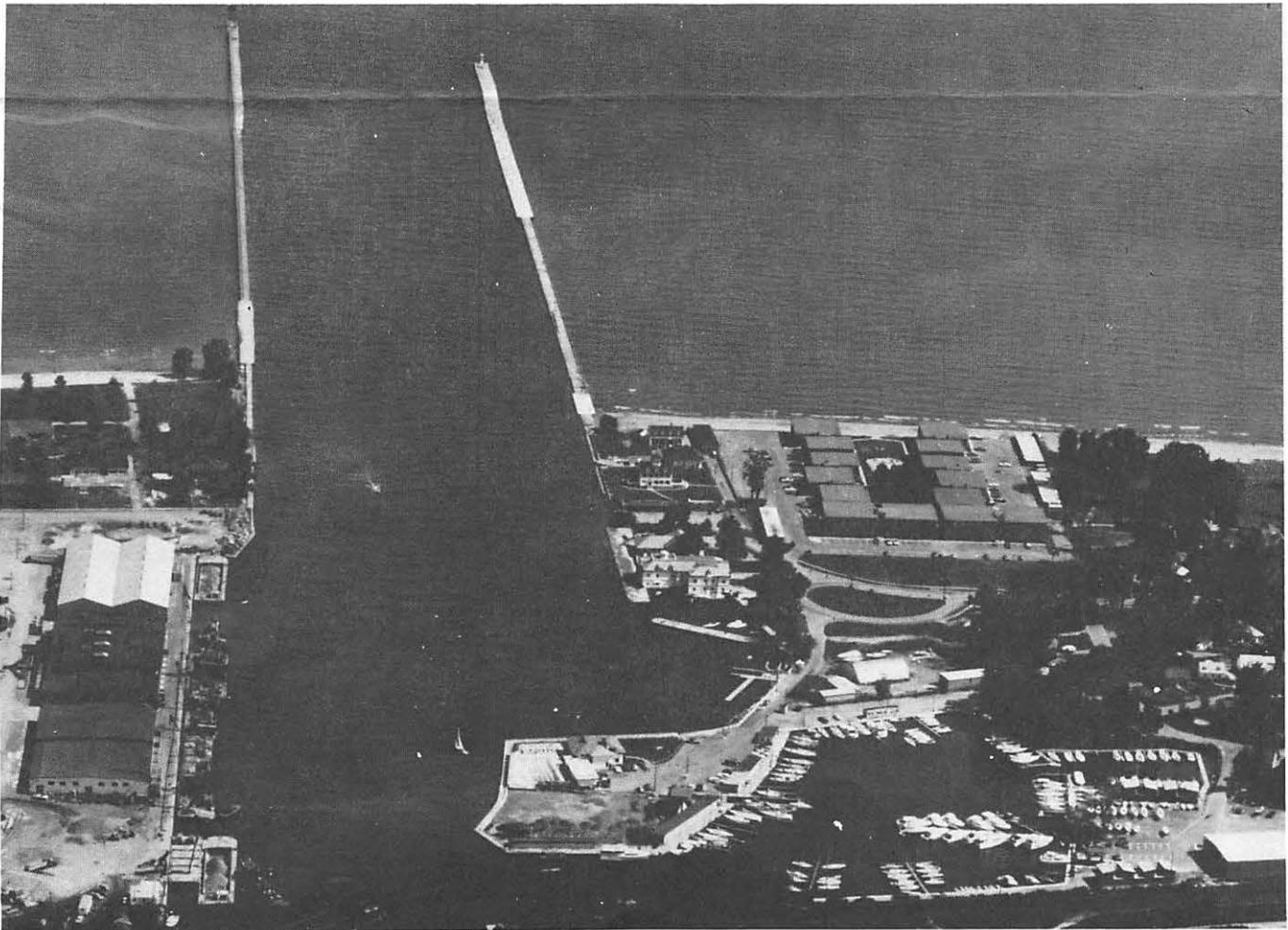
The Preliminary Regatta (tentatively the North American Dragon Championship) will be the qualifying regatta for the U.S. entrants.

As to accommodations, blocks of rooms will be reserved in the Holiday Inn Downtown and at the Holiday Motel, which is closer to the Yacht Club. There is direct bus service from the Inn

to the Yacht Club and an investigation will be made into transportation from the Motel. In addition, efforts have been initiated to house participants at the Marine Militia building (200 yds from the Club House) and at the old Rotary Sunshine Camp (about 1 mile from the Club). It is also expected that a substantial number of competitors can be accommodated in member's homes or in their yachts, if they desire to do so. We anticipate that breakfast will be served at the Yacht Club during the regatta in addition to lunch and dinner.

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ROCHESTER YACHT HARBOR



DRAGON GREAT LAKES
CHAMPIONSHIP

Windeyer Trophy
Rochester, New York

DUKE OF EDINBURGH SERIES

The Royal Vancouver Yacht Club hosted this regatta, July 5-7, in a most cordial and exemplary fashion. There were 18 yachts competing in a well organized and well run series, all Olympic courses and scoring. Sailing in English Bay right off the Club has to be one of the most convenient and delightful race grounds anywhere.

The winds were generally light and water smooth, Currents are strong in English Bay, the wind usually making a 180 degree shift during the forenoon. The considerable number of large ocean steamships anchored in the bay, the strong tidal currents and their changes in direction, together with the large windshifts made some interesting changes in positions. Foxy Bob Burgess in MISTRAL, KC-118, dominated the series with 3 firsts, a 4th and a 5th.

The first race Friday morning was starboard roundings in westerly wind with current setting from the east. At the start, Craig, in LORELEI (US-255), split with the fleet going out on port while all others went to the beach. LORELEI was first at the weather mark and all the way around except the last foot when Burgess won in a photo finish. CAPRICE, US-244 (Ed Morgan) was 3rd, LOTUS EATER, KC-116, 4th RELUCTANT, US-13 (H.Lax) 5th, ECLIPSE, US-258 (Godsil) 6th.

In the second race the wind and current were from the same direction and the fleet again went to the beach on the first windward leg on starboard tack. Craig, after premature start and rounding the committee boat again, split on starboard, got into better wind and was able to catch up to 4th at the weather mark. Burgess lead the way with 1st, Morgan (US-244) 2nd, Godsil (US-258) 3rd, Craig (US-255) 4th, Lax (US-13) 5th and KC-102 6th.

The 3rd race Saturday morning was sailed in easterly wind, quite light and shifty. Burgess, using great local knowledge, was again 1st with no penalty points after 3 races and in a most comfortable position. Godsil's new ECLIPSE, coming on fast, was 2nd, Craig was 3rd, LOTUS EATER 4th, and KC-95 5th.

The 4th race was full of wind holes and shifts and many changes in position. Ed Morgan, CAPRICE, split with the fleet, got into new wind and was all by himself thereafter. JINX (US-239) had her best race with a 2nd, Godsil's ECLIPSE hanging in with 3rd, Burgess was 4th.

The last race had 2 major shifts with many changes in position. LOTUS EATER, KC-116, using the shifts perfectly, was almost a whole leg ahead of some later finishers. Godsil sailed a fine race for 2nd, Lax was 3rd, Craig 4th, Burgess 5th and Morgan 6th.

An interesting feature was provided by Steve Tupper, now Canadian Olympic Sailing coach, who was present with a video tape recorder and

July 5th - "DRAGON WEATHER": But a number of boats were not up to the test of the gusty 25-35 knot winds and the choppy seas that accompanied them. Of the 15 entries, 7 retired from the first race or were unable to start the second, limping to harbor with a variety of broken fittings and-worse-one broken tooth. Finishing 1st in both races, Harry Roberts of Toronto skippered LUDMILLA, Canada's 1972 Olympic entry, to an early and substantial lead. Sailing with Roberts were LUDMILLA's owners, George and Christina Mezo.

Jack Nieser of Cleveland, sailing his fiberglass Dragon, APPLEJACK, came in 2nd and 3rd for the day. Gordon McHaffie of Toronto was 3rd in the first race, despite a broken goose-neck fitting which prevented his entering FROLIC in the 2nd race. Al Hensel of Cleveland sailed CHAUVINIST to a 4th and 2nd, ending the first day in 3rd place.

July 6th - What a switch! Winds so light that the Olympic course was shortened in the 1st race and a modified-Olympic course set for the 2nd. Howard Low of Rochester, ahead at every mark, gave PUFF her 1st victory in the 3rd race. Undaunted by yesterday's mishap and sporting a neatly capped front tooth, Tom Lajos of Youngstown sailed across the line 2nd in WIVERN II, trailed by Harry Roberts. Roberts recaptured 1st place in the 4th race with Orion Schupp in SPOCE 2nd and Gordon McHaffie 3rd.

July 7th - With the Windeyer Trophy already in his pocket, Roberts and the Mezos sailed KC-115 to yet another 1st and a stunning 1,1,3,1, 1 victory. E.R.Morris, also of Toronto, crossed the finish 2nd in TRITON, and WIVERN II (sailed by Don Kraft of Rochester with Lajos now enroute to Europe) took 3rd.

The race for 2nd in the series, tied going into the final race, went to Al Hensel of Cleveland, whose 7th place finish was good enough to put Jack Nieser in 3rd position. Both Cleveland boats made their best showings in the heavy weather which started the series.

Among the "might-have-beens" are several contenders who will be out to get Roberts in the North American Championship series in Toronto August 30 - Sept. 2nd. Both McHaffie and Lajos learned that a DNF would have been worth much more than the DNS both took in the 2nd race. (See results) And Schupp, who took the Duke of Edinburgh last fall, hopes to have his yacht and crew well-tuned for the late summer series. Also to be reckoned with is Mike Mahar of Cleveland. Mahar participated as a non-competitor and placed 3,1,3 in the 3 races he sailed in his new Savell Dragon.



"CANADIAN NEWS"

CANADIAN SECTION: With this issue we include a new section "Canadian News", with thanks to preparer Jack Sudbury. It is hoped that this will promote interest in the class and closer ties between members of A.I.D.A. and C.I.D.C.

I agreed readily to put together this first Canada news section secure in the knowledge that in spite of having become a Dragon sailor only recently, (ARGO III) I would not be too far from the guiding hand of our reigning patriarch, Gordon McHaffie; so here goes.

First of all I would like to extend a genuine invitation to all Dragon fleets to drop me a line about local news, events, new boats, transfers, etc. Anything would be equally as welcome as a life ring to this sinking sailor, now already up to his ears.

C.I.D.C. EXECUTIVE:

- Chairman: Gordon McHaffie
90 Heath St., West, Apt.#205
Toronto 7, Ontario
- Deputy Chair: David Hague
- Sec./Treas.: Jean Hague
- Committee Mem: Harry Roberts, George Mezo,
Bob Burgess

R.C.Y.C. FLEET OFFICERS:

- Fleet Capt.: George Mezo
40 Barrydale Crescent
Don Mills, Ontario
- Dep. Fleet Capt: Erling Morris
- Treasurer: John S. Sudbury
- Secretary: Morven Orr

George succeeds Harry Roberts who regularly captures an indecent share of pennants in TOMBOY KC-112. LUDMILLA, KC-115, created initially embarrassing situations for George as new owner when he found he no longer had any boats to follow to the next mark!

R.V.Y.C. FLEET OFFICERS:

- Fleet Capt.: John Howard-Gibbon
- Fleet Secy.: Jim Merrith
- Area Vice Chair: Bob Burgess
5686 Alma Road
Vancouver 13, B.C.

Bob reports eight boats active with about five turning out regularly. At R.V.Y.C. they look to increased interest in Dragons developing from the proximity in Seattle of Marty Godsil's newly acquired Savell fibreglass moulds.

It seems many look to fibreglass to spur new interest in Dragons.

MAJOR REGATTA: NORTH AMERICAN DRAGON CHAMPIONSHIP - Craig Trophy; Toronto, R.C.Y.C.

- Friday August 30 - Practice Day
- Aug. 31 - Sept 1, 2, - Race Days
- Five Races - all to count. Regatta Chairman to be announced. Fleet Captain George Mezo

welcomes all Dragons and Dragon helmsmen, pointing out that a number of fast boats and crew will be available.

WINDEYER TROPHY: (See report this issue, Ed.) It may not be generally known that the Windeyer Trophy, a large beautiful solid sterling silver tray, originally was conceived and created by a group of R.C.Y.C. yachtsmen to honor the memory of Walter Windeyer, winner of the Dragon Gold Cup in 1958 and a great all-round yachtsman. The Deed of Gift provided that the trophy be competed for by Dragon Class yachts in the Canadian waters of Lake Ontario. It was first sailed for at C.O.R.K. in 1970 and won by Buddy Friedrichs. In 1973 the Deed of Gift was amended to permit competition by Dragon Class yachts anywhere on the Great Lakes. The Amended Deed of Gift also provides that the trophy might be awarded for the Great Lakes Championship Regatta at the discretion of the trustees.

Jack Sudbury

WEST HIGHLAND WEEK

Reading David Wigley's account of sailing in Scotland on the Clyde recalls my own visit to Scotland a few weeks later to take part in West Highland Week, the major regatta in the Oban area, where there is a fleet of 15 Dragons.

Sailors starting from the Clyde have a passage race from Hunter's Quay to Tarbert and thence through the Crinan Canal, 11 miles long with 15 locks. This is quite an experience as yachts go through in groups of four or five at a time, and great care has to be taken to avoid touching masonry walls and heavy timbers designed to protect the locks from damage by tough hulled fishing boats. However, it teaches good boat handling and one gets to know the other crews well.

From Crinan there is a passage race to Oban with a fleet of about 150 boats, the largest being a 15 metre. The Dragons started as a class with 15 starters, most of these being local boats with local knowledge and good experience in heavy weather.

After sailing on Lake Ontario where there is no tide and currents over a knot or so most unusual, it is a complete change and at times uncanny to be swept along in a tide rip with sails flapping and no steerage way, while the water boils and surges all around. At one

Continued, pg. 4

point we found an eddy which swept us ahead of the whole fleet, including boats which started 10 minutes earlier, but alas, it encouraged us to go on too far on one tack, and we had a long and hard job to catch up. But in passage racing there is lots of time for positions to change, so unlike our normal Olympic courses where so often mistakes are very costly.

In Oban there were 2 days of course races during which we had sunshine, Scotch mist and fog and then a passage race to Tobermory which proved to be the most exciting of all. We started with a gentle spinnaker run and just over half way ran out of wind. But more was coming in from the west and within minutes it was blowing 40 knots right on the nose. All around was confusion, with spinnakers in shreds and boats out of control. We were lucky and ready for it and after half an hour of very wet and uncomfortable sailing the wind dropped to about 25 knots, and although we still had 10 miles to go, its amazing how one never seems to get tired when one is in the lead and the pressure not too hard. In the event we finished 10 minutes ahead of the next Dragon.

On Saturday there was course racing in the Sound of Mull, followed by prize giving, parties, and some licking of wounds after yesterday's blow. On one point, everyone was in complete agreement; West Highland Week is like no other Regatta. The excitement, the frustrations of picking the wrong course, the dangers, the superb scenery, all these were there in good measure. But, above all, the warm and friendly spirit, and the helping hand when needed, will never be forgotten.

West Highland Week exerts a strong pull and perhaps casts a spell, for this year our same crew of Ian and Morven Orr and myself are going back once again to take part.

Gordon McHaffie

FLEET NEWS

YOUNGSTOWN DRAGON FLEET

The Youngstown Yacht Club's Dragon Fleet has sustained substantial losses by the donation of US-63 and US-83 to the Boy's Scouts in Rochester, New York and by the purchase of US-111 SNAP-DRAGON, also, by Mr. Dick Barker of Rochester, New York. However, new interest has been stimulated in one-design racing by the Youngstown Yacht Club. Dr. Robert Gianadda's boat LOFTE has been bought by Mr. Bread of Williamsville, New York and Karr Parker's US-119, VANGUARD, by Tony Windhager of St. Catharines who is planning to sail the boat out of Youngstown, New York. The change of boats has indicated that interest will be stimulated by the new owners. US-237, owned by myself, will attend the regattas in Toronto and Rochester this year.

Thomas Z. Lajos, M.D.

North American Dragon Championship

The George L. Craig Memorial Trophy was first sailed for (of record) in 1957 on Lake Erie. The trophy was won by Philip LeBoutillier, Jr. of Toledo Yacht Club.

A good deal of dis-satisfaction with the series was expressed after the 1965 regatta. As a result, A.I.D.A. appointed a committee composed of Sig Nelson, Charles Kober and Dr. A. R. Wengel (class measurer) to work up a set of rules. Also working in cooperation with the committee were Don McLeod, Secretary, Canadian International Dragon Council and W. E. Hobson, III, Sec.-Treas., American International Dragon Association.

This committee worked hard on the rules for the conduct of the Craig Trophy series (North American Dragon Championship) and presented the final draft to the Trustees for consideration and adoption. This was accomplished in June, 1966, and first used in October of that year. The rules were so complete and sound that they have been used as the basis of most major regattas since then.

The beautiful silver bowl was given by Alfred H. Merrill in memory of his late uncle, Commodore George L. Craig. The trophy was presented for the purpose of promoting inter-district and international racing in the A.I.D.A. and in the neighboring countries of North America. The Board of Trustees consists of a delegate appointed by the Governing Board of A.I.D.A., a delegate appointed by the Governing Board of C.I.D.C. and a third delegate appointed by the Governing Authority of North American Yacht Racing Union.

The North American Dragon Championship regatta, sailed in competition for the George L. Craig Memorial Trophy, is one of the outstanding events for Dragon yacht owners of North America. Each year competition and interest are keen. We are indebted to Mr. Merrill for the trophy and to the rules committee and the Trustees for the continuing high quality racing enjoyed in this event.

Past Trophy Winners

Philip LeBoutillier, Jr.	1957
Richard Krauss	1958
Walter Swindeman, Jr.	1959
Bunting Crocker	1960
Walter Swindeman, Jr.	1961
Robert Smith	1962
Willis Boyd	1963
Charles Kober	1964
G. Shelby Friedrichs, Jr.	1965
" " " "	1966
" " " "	1967
O. J. Young	1968
A. W. Henry	1969
G. Shelby Friedrichs, Jr.	1970
" " " "	1971
Lars Hagglof	1972
George Wilkins	1973

DRAGONS "DOWN UNDER"

We recently received a copy of Volume I, Number 1 of "Dragon Beat", bulletin of the Australian International Dragon Association, to which we send congratulations and good wishes.

It is indicated there are several "State Associations" composed of two or more fleets each in Australia.

Of interest: "The Victorian Yachting Council recently held a weekend Yachting Seminar for 160 yachtsmen. They invited guest speakers such as Mike Fletcher - boat tuning, Tony Moon-ey - racing rules, Jock Sturrock - racing tactics, Frank Bethwaite - rhythmic wind waves, Mr. C. Middleton - I.O.R. Rules.

At the request of the V.Y.C. Seminar Committee, the Geelong Dragon Fleet was asked to make 12 yachts available for the "Sunday Practical Session".

Five races were programmed and held from 9:15 A.M. to 12:15 P.M. Perhaps 5 windward and return races within 3 hours is nothing to boast about from an organization point of view - but consider the fact that each of 12 Dragons changed skippers and 1 crew for each race, thus giving 120 yachtsmen from all over Victoria an opportunity to race a Dragon."

(Nothing to boast about? What would it take to excite these sailors?? Jock Sturrock is of 12 meter fame. Ed.)

~~A firm called "Bellarine Borresen", Geelong, Victoria, now is making fiber glass Dragons from a Borresen mold, and expects to have its first yacht sailing by this writing.~~

DRAGON GOLD CUP

The Dragon Gold Cup regatta, sailed at Boie de Seine, Le Havre, France July 12-18, was a very fine series with 35 competitors. The racing was mainly in heavy weather. The first day was the only light air day and no yacht finished within the time limit. There were many close finishes in the subsequent races, all sailed in force five to six conditions, frequently in heavy rain.

When it came to the last day Nick Truman from Great Britian was narrowly ahead of Børresen from Denmark and either could have won, but Truman was certain to win if he finished in the first five or, anyway, ahead of Børresen. This he managed to do, so, for only the second time since its inception, this trophy was won by a Briton. Børresen tied equally on points with the French Dragon BALADIN, sailed by Cuny. Because of better places, Børresen came second and Cuny third. The whole series was most excellently organized by the French committee in Le Havre.

This is the first year in many when there were no U.S. entrants. Bill Henry of Seattle won the Gold Cup at Medemblik, Holland in 1971.

Minutes of Meeting

INTERNATIONAL DRAGON ASSOCIATION

Medemblik, Holland

July 4, 1974

1) On matters to be recommended to the Keel Boat Technical Committee of I.Y.R.U., it was decided as follows:

- a. Clarification of the rule permitting a wooden cabin top on a g.r.p. hull should be submitted, limiting wooden construction to the roof of the cabin only.
- b.i A proposal by the United States that non-stretch tape could be substituted for the wire at present required in spinnaker luffs was not approved.

The meeting considered that "Non-stretch" was not an accurate description of the tapes available; therefore a possible advantage might accrue from their use. Such a change was held to be inadvisable at present. The meeting was strongly of the opinion that now was not the time for the introduction of changes which would or might lead to an increase in costs.

- ii A further request to permit the minimum weight of spinnaker cloth to be halved was also rejected for the reasons given above.

2) A letter of May 24th from the Secretary was considered, and the requests to increase the permitted entry to four boats per country and the waiver of the requirement to give 14 days notice of the names of helmsmen, crew and boat in the World's Championship were approved.

3) Other business.

The International Jury at Medemblik were of the opinion that the phrase in the European Championship Rules which says that the course shall be at least 10.8 miles does not debar the Race Committee from shortening the course under I. Y.R.U. Rule 5.1.(b).

The meeting was of the opinion that the rules should be amended to permit shortening of the course at the discretion of the Race Committee in the case of heavy weather when at least 4 legs of the course have been completed. In all other cases where the Committee considered it proper to stop the race, the race should be abandoned.

This concluded the formal business of the meeting. An informal discussion then took place as to the present position and future prospects of the Class. Welcome news was that to date Borresen had built 30 g.r.p. boats in 1974, and that a mold had been delivered to Australia.

The proposed new rig had been sailed at Copenhagen, but no one present knew anything of the result of the trials. It was hoped that a boat with the new rig would be available in Le Havre during the Gold Cup."

4) Annual Meeting of the class will be held in London at 5 p.m., Sunday, November 3rd, at the residence of Sir Gordon Smith, 44 Walton St., SW3.

Gordon Smith, Vice President

NEW DRAGON BUILDER

Long time Dragon competitor and super-enthusiast, Martin Godsil, of Seattle, Washington, has produced and sold his first fiber glass yacht, ECLIPSE (US-258) (See photo) The new owner is Richard Klingbeil of Rochester, New York. Godsil will sail ECLIPSE in the North American Dragon Championship at Toronto before delivering her to Klingbeil.

Godsil got into the Dragon factory business by acquiring the molds and equipment of Kelvin Savell of San Diego who, although retiring from yacht building, will continue as technical advisor for Godsil.

We had the pleasure of inspecting and sailing against ECLIPSE at Victoria and Vancouver, B.C. a few weeks ago. The fiber glass work, finish and rigging of the yacht is just first class. Godsil's placement in the races were similar to those we have observed him attain in his other Dragons, indicating the yacht is competitive.

We wish Marty every success as a builder because he has been such a keen booster for the class. To Dick Klingbeil, GOOD SAILING!

Godsil's address is 1633 Calhoun St., Seattle, Washington 98122. ph: (206) 323-1940.

DUKE OF EDINBURGH (Cont. from Col. 2, Page 2) projector. The manuevers of various yachts were recorded with his comments and later shown to the group. The jury looked at part of the tape showing an incident resulting in a protest.

Duke of Edinburgh Series Race Finish

Yacht	Skipper	1	2	3	4	5	Pts.	Place
KC-118	Burgess	1	1	1	4	5	18	1st
US-258	Godsil	6	3	2	3	2	29.1	2nd
US-244	Morgan	3	2	7	1	6	33.4	3rd
US-255	Craig	2	4	3	12	4	42.7	4th
KC-116		4	9	4	9	1	46	5th
US-13	Lax	5	5	Q	7	3	63.7	6th



DRAGON GREAT LAKES CHAMPIONSHIP - WINDEYER TROPHY

SAIL #	YACHT	SKIPPER	PLACE	POINTS
KC-115	LUDMILLA II	H. Roberts	1	5.7
US-215	CHAUVINIST	A. Hensel	4	49.7
US-253	APPLEJACK	J. Nieser	2	51.7
KC-111	FROLIC	G. McHaffie	3	52.1
US-237	WIVERN II	T. Lajos	9	52.7
US-224	SPOCE	O. Schupp	DNF	54.0
KC-63	TRITON	E. Morris	6	54.4
US-196	CYMARA	J. Heffron	5	62.7
US-208	PUFF	H. Low	DNF	63
US-111	SNAPDRAGON	R. Richards	8	67

Wind Speed	Direction	Waves	Race	Course
July 5th 25-35 knots	north	4-6 ft.	1	Olympic course
			2	Triangle course with start in center of windward leg.
July 6th 5-8 knots	southwest	none	3	Olympic course terminated at end of 2nd beat.
			4	Triangle windward-leeward with start in center of windward leg.
July 7th 5-10 knots	variable	none	5	Olympic - shortened at 2nd weather mark when wind shifted to make race a series of reaches.

LAX WINS PACIFIC DRAGON CHAMPIONSHIP

Herman Lax, sailing RELUCTANT (US-13), won the Pacific Dragon Championship and the Johan Anker Cup at Royal Victoria Yacht Club, Victoria, B.C. June 30 - July 2, 1974. The regatta, staged by the Pacific International Yachting Association, was spoiled by poor organization and preparation, inadequate sailing instructions, failure to hold a skippers meeting, protests, and lack of agreement between the race committee and the jury.

In the first race on a protest by the last place finisher, all finishing earlier were declared "DNF's" even though the race committee signaled they had finished properly. Again, in the 3rd race on a protest, it was declared that only one yacht finished properly, the others having failed to honor a finishing mark as an intermediate mark of the course, altho no such status was indicated in the instructions. Because of all the protests and confusions we cannot give an accurate point score but present order of finish instead.

In all races the start-finish lines were in the center of a triangle (or windward-leeward leg). The 1st race, a triangle 2 times around, was sailed in 18-22 knot winds with rough chop. Lax in RELUCTANT got out ahead and stayed there. This was the first appearance of Godsil's new ECLIPSE, US-258, altho going well had to drop out with a jam up with halyards inside the mast.

The 2nd and afternoon race in increasing wind and rougher sea, was a modified Gold Cup; triangle, windward, leeward, windward. Bob Burgess in MISTRAL (KC-118) was 1st followed by US-255 and 244, Lax hanging in there with a 4th.

The next day the wind backed to South, was 10-18 at the start of the 3rd race, becoming lighter during the race with current effect increasing. ECLIPSE retired after hitting the reaching mark, MISTRAL was declared a premature starter. This race was also subject of a general protest.

The 4th race was sailed under very light conditions with the course being shortened as the wind died away. At the leeward mark the early finishers generally anchored at once, those that did not were carried by the current well to leeward. The 5th and final race on July 2nd was a windward-leeward twice around, in 4-12 knot, southerly winds. Craig in US-255 lead at weather mark and increased lead throughout the race. Burgess (KC-118) was 2nd, Lax (US-13) 3rd, LOTUS EATER (KC-116) 4th.

Yacht	Skipper	Order of Finish				Pts	Place Awarded
		1	2	3	4		
US-13	Lax	1	4	8	2	4 233/4	1st
KC-118	Burgess	3	1	DSQ	5	2 293/4	2nd
US-255	Craig	2	2	1	6	1 293/4	3rd
US-244	Morgan	5DSQ	3	2	7	6 31	4th
KC-95		5DSQ	DNF	7	F	S	

AMERICAN INTERNATIONAL
DRAGON ASSOCIATION

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- East Texas: Lee Popejoy, M.D.
Dickerson Memorial Hospt.
1001 Dickerson Drive
Jasper, Texas 75951
- Alamitos Bay: Ken Frost
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- Rochester: O. E. Schupp
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Rochester, New York 14616
- Santa Barbara: William Painter
150 Loureyro Road
Montecito, Cal.93103
- Seattle: Martin Godsil
18th Floor Pacific Bldg.
Seattle, Wash.98104

US-239		6	6	10	4	8
US-258	Godsil	F	S	5	S	5
KC-116	7	7	5	6	8	3
		*		*		

* Protested Races
We regret the poor and incomplete record.

1975 WORLD'S CHAMPIONSHIP REGATTA - TENTATIVE SCHEDULE

	<u>Race Program</u>	<u>Social Program</u>	
Saturday, Sept. 6, 1975	Launch and Measure	Open	
Sunday 7,	Launch and Measure	Skippers Meeting	
Monday 8	Warmup Race	Rochester Yacht Club Reception	
<u>Preliminary Regatta (tentatively North American Dragon Championship)</u>			
Tuesday, Sept. 9, 1975	Races 1 and 2	Open	
Wednesday 10	Race 3	Barbecued Chicken Dinner	
Thursday 11	Race 4	Open	
Friday 12	Race 5	Award Dinner	
<u>World's Championship Regatta and City of Rochester Mayor's Cup</u>			
	<u>World's</u>	<u>Mayor's</u>	
Saturday Sept. 13, 1975	Race 1	Race 1	Mayor's Reception
Sunday 14	- layday -		Trip to Niagara Falls - Widmer Winery
Monday 15	Races 2 & 3	Race 2	Open
Tuesday 16	Race 4	Race 3	Clambake
Wednesday 17	Race 5	Race 4	Special Program at Strassenberg Planetarium
Thursday 18	Race 6	Race 5	Steak Roast
Friday 19	Race 7	Race 6	Open
Saturday 20	- spare day -		Awards Banquet

DRAGON YACHT SALES

We have many more inquires to purchase Dragons than we know of yachts for sale. Please ask anyone wishing to sell a Dragon to advise the secretary or:

Orion E. Schupp, Commodore
363 Meadowbriar Road
Rochester, New York 14616

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